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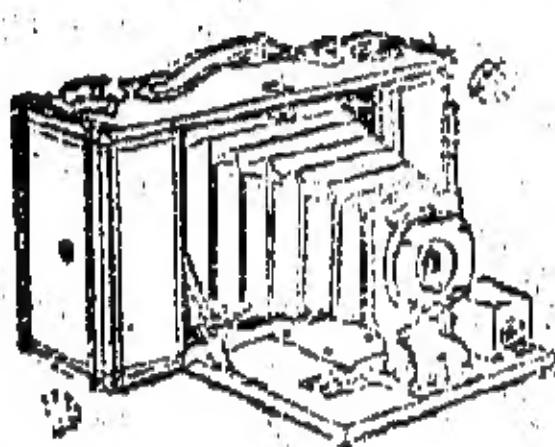


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The Daily Press.

HONGKONG, JULY 5TH, 1911.

We know not what amount of truth there is in the report that the Canton Government has endeavored, though unsuccessfully, to induce the Government of the Portuguese Colony of Macao, by the offer of substantial monetary compensation, to fall into line with Canton in the crusade against gambling. According to the reports which have appeared in the Chinese papers, the Macao Government required compensation to the amount of \$400,000; but the Viceroy, though keenly desirous of securing the co-operation of the Government of Macao in this matter, felt that he could not increase his offer above \$200,000 without most seriously embarrassing the finances of the provinces under his jurisdiction. As in the case of the suppression of opium smoking, so in the case of gambling, which most people will agree in regarding as a far greater evil, the Canton Government has succeeded beyond the most sanguine expectations of all observers who were aware of the extent of the evil in Canton. It would be absurd to suggest that because all the lotteries, great and small, hitherto conducted in the city have been suppressed and all the fan-tan establishments closed that the people have suddenly cured themselves of a habit which in the case of many thousands of the populace must be ingrained. Our correspondent at Canton in his letters since the prohibition of gambling came into force has shown that a good deal of surreptitious gambling still goes on, just as it does in the Colony of Hongkong where gambling has been prohibited by Ordinance for very many

years and where the police are ever on the alert for offenders. We do not hear much concerning the activity of the police at Canton in suppressing surreptitious gambling, which it is not to be doubted widely prevails in the city; still it is indisputably a great gain to public morality and welfare to have closed all the facilities for gambling which have hitherto existed in the city. It is a subject of much comment in the vernacular press that people are now going in increasing numbers from Canton to Macao, where every facility for gambling may be enjoyed to their hearts' content, or rather, in most cases probably, to the limit of their purses. Naturally this is highly displeasing to the Chinese who have been working for the abolition of gambling. We do not know of our own knowledge that gambling is more flourishing at Macao than it has been for many years, but this is the report in the Chinese press, and Portugal comes in for very scathing censure for thus counter-acting the efforts in the interests of the welfare of the people which the Chinese authorities have been making in the neighbouring city. As to Macao itself, which has been suffered by its administrators to degenerate from an important commercial port into "a resort for gamblers," a Peking paper tells us that "do-bauchery, blackmail, kidnapping and other crimes and vices resulting from gambling are on the increase." We are not in a position either to confirm or deny this statement, and quote it merely as a specimen of the writing in which Chinese journalists indulge concerning Macao. The paper from which we take this statement contrasts Macao's action with that of Great Britain in regard to opium, which, it says, involved a far greater monetary sacrifice than does the suppression of gambling at Macao. But, relatively speaking, that is not the case. The sacrifice of the entire revenue which Macao derives from gambling monopolies would mean the bankruptcy of the Colony. Portugal itself has the most drastic laws against gambling, and the Government will no doubt recognise the force and the justice of the Chinese representations regarding Macao, but unless the Government at Lisbon is in a financial position to make an annual grant to the Colony by way of compensation for abolishing gambling, from which it derives so large a proportion of its revenue, we see little prospect of Macao ceasing for some time yet to be the "Monte Carlo of the East." At the present time Macao is carrying out a costly harbour improvement scheme in the hope of recovering some of its lost prestige as a commercial port, and there is renewed talk of railway connection with the port with the same object in view. When these expectations are fulfilled, the government of Macao may be able to sacrifice the revenue it now derives from gambling monopolies, but that day seems a long way off yet.

One case of plague, fatal, was reported yesterday. The total now stands at 184.

Early on Monday morning \$36 worth of jewellery was stolen from 24, Bonham Road.

All Japanese warships were ordered to fully dress ship and salute the British Flag on Coronation Day.

The Japanese gunboat *Fushimi*, under the command of Captain Katsura, has returned to Shanghai after successfully navigating the upper Yangtze.

Commander H. Butterworth, R.N., of Devonport ( lately of Hongkong), has been appointed to control the training ship *Indefatigable*, stationed in the Mersey.

The Hippodrome Circus and Menagerie at Causeway Bay opens to-night. It has a great combination of clever artists and the zoo of performing wild animals is one of the best.

Inspector Withers proceeded against an iron dealer from 27, Des Vaux Road West, before Mr. Wood at the Magistracy yesterday, for retailing goods with unjust scales. A fine of \$30 was imposed.

At Buckingham Palace on 25th May, Mrs. Henry Kewick was presented at their Majesties' Court by Mrs. Harcourt. Miss Clara Dudgeon was also presented by her mother, Lady Dudgeon.

On Monday evening six Chinese, three of whom were armed with knives, entered a house at 119, Kromer Street, Taikokten. They bound and gagged the mistress and her koki, looked them in a room, and after ransacking the house departed with money and clothing to the value of \$126.

News reached Manila last week of the untimely death of Mr. Samuel A. Markham at the port of Suez, where he was taken ashore from the Norddeutscher Lloyd steamship *Prinz Ludwig*, critically ill from an attack of appendicitis. He died within a few hours. Mr. Markham was en route to his home in the State of Michigan after about three years' service in the Philippines as a surveyor in the bureau of

A foreman coolie has notified the police that on the conclusion of coaling operations on a Japanese steamer near Douglas wharf he mistook his man, and discovered that one was missing.

In an interview at Burjooling on the 9th ult. the Dalai Lama said that the Chinese, being bent on regaining some of their lost prestige, had occupied Tibet with a large number of troops. He strongly criticised the attitude of the Chinese Foreign Office in Peking, and bitterly complained of the treatment of Tibetans by the present Amban.

According to the *Manila Cable News*, Yung Kie, alias Tak Nan, cashier of the Y.M.C.A. Café, was taken in custody by a plain clothes man of the Luneta police staff on June 29th, and later turned over to the Customs authorities for deportation. Yung claims to be a Canton man, and to have been in the islands since 1906, but the manner of his coming was questionable, he having entered the islands through the port of Jolo without the formality of advising the port authorities of his intention to land. He will be given a free ticket back to China, where the knowledge of English he acquired during his five years' residence in the islands may stand him in good stead. He is a very bright young man.

Murders of Americans in Mindanao, says the *Manila Cable News*, have reached about the maximum record, according to reports just received by mail, which set to that four more Americans were killed recently. Sergeant Michaelis of the 21st U.S. Infantry was the victim of a juramentado at Parang. The mad Moro struck him down from behind with a blow that split the sergeant's head open, and then slashed his prostrate body six times. John Oyler, owner of a ranch near Ilagan, and Fred Voxshores, one of his employees, were hacked to pieces on the Overton-Ilagan road and their decomposed bodies were not found for four days. The fourth American victim was Mr. McGill, a cocoanut planter at Pantar, who was beheaded to death. No details can be learned regarding the manner in which the murder was accomplished.

It is stated in the Manila papers that advices from the China coast state that for some months past United States consular officials have complained of the inadequate naval force which is at present maintained in the Far East by the Washington Government. It is understood that quite a few incidents have occurred within the past few months that have more fully disclosed the fact to be true. Recently a detachment of marines at Cebu were placed under orders to proceed to China, but our Manila contemporary remarks that although the complaints of the consular officials have no bearing upon this transfer of marines to the American gunboats on the China coast, it is "expected that within the near future a more respectable naval representation in Chinese waters will be ordered by Washington."

## THE TYPHOON.

On Monday night, and all day yesterday, the typhoon kept within the 300 mile radius, and Hongkong was swept with heavy rain and wind squalls. The harbour was deserted, except for the presence of a few large steamers, including H. M. S. *Norfolk* and the two French Mail steamers. The "Star" forries, which stopped running for some two hours on Monday night, ran without interruption yesterday, but passengers, when overtaken by the frequent and furious squalls, experienced a very rough voyage. The signals were taken down late in the afternoon.

Ashore, many buildings were shaken by the furious gusts of wind, and the banging of jalousies and the crash of broken glass was no uncommon sound. In some of the small lanes in the Central District there appears to have been rank carelessness in the securing of shutters; in fact, the jalousies of many windows were not fastened at all, and the wonder is that no accident occurred to passing pedestrians. So far, however, it is satisfactory to be able to record that no serious damage has occurred. A few trees have been uprooted and a few matchless blown down, while the new Stadium erected near the Bull's View Hotel has been partially demolished. Launch communication with the outports in the New Territory was postponed until the storm abated, so that it will be a day or so yet before news reaches the Colony as to how the residents of those villages have fared.

## THE "GLORIOUS FOURTH."

The American national holiday was celebrated by the American community yesterday in the customary manner. Consul-General Anderson, assisted by Mr. A. E. Carleton, the Vice-Consul, received a large number of officials and other residents who called at the Consulate to offer their congratulations. As usual also there was a constant stream of callers between eleven and one o'clock at the Standard Oil Company's Offices, where they were welcomed by Mr. J. W. Bolles and his staff, and also at Dr. Noble's.

## DEATH OF LIEUT.-COLONEL WILLIAMSON.

The death of Lieutenant-Colonel W. A. F. Williamson, Army Service Corps, has occurred at Haddon, at the age of forty-four. Colonel Williamson joined the Army Service Corps in 1891, after having served for a year in the Yorkshire Regiment. He became captain in 1895, major in 1902, and lieutenant-colonel at the beginning of the present year. The late Lieut.-Colonel Williamson was the immediate predecessor of Major Fisher, as Officer Commanding Army Service Corps, South China (Hongkong), and left the Colony just over three years ago for England. He was buried in the Military Cemetery, Aldershot, with full military honours on the 10th June.

## TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

## THE DECLARATION OF LONDON.

HOUSE OF COMMONS ASSENTS TO ITS RATIFICATION.

LONDON, July 4th.

In the House of Commons Mr. Balfour contended that the Declaration of London precluded the Government from ever protesting against the illegal treatment of neutrals, everything being left to the belated decision of an imperfect tribunal, thus destroying the existing remedy which was immediate and powerful, and often proved effective. The changes all favoured military as against naval, and continental as against island power. He appealed for closer examination by the experts before the Declaration was committed to ratification which would never be revisable.

LATER.

The House of Commons has passed the second reading of the Naval Prize Bill without a division, thus assenting to the Declaration of London.

Sir Edward Grey and Mr. Asquith delivered powerful speeches accepting responsibility for the Declaration as being in the highest interests of the peace of the world and British maritime supremacy.

The House had previously defeated by 301 votes to 231 an amendment moved by Mr. Butcher, which Mr. Balfour supported, demanding that the Declaration be submitted to a Commission of Experts before the Bill be proceeded with.

The Division figures were greeted with Opposition cheers and some cries of "Traitors!" and "Gamblers with the People's Food."

## POWERFUL SPEECH BY SIR EDWARD GREY.

LATER.

Sir Edward Grey said he had no reason to complain of the attitude of the official Leaders of the Opposition, but in the general Opposition to the Declaration there had been a gross amount of misstatement and misrepresentation. Mr. Balfour and many of the Opposition had come rather late to the consideration of the question, and the result was that their attention, coming upon all the criticism that had been devoted to these things, had become focussed and concentrated on what were not really the most important points. Mr. Balfour never mentioned the central point of the whole matter from the naval point of view, namely, the effect of the Declaration on our rights of blockade when we were belligerents. Another thing which introduced confusion, said Sir Edward Grey, is the attempt to dovetail into each other, as Mr. Balfour did, the effect upon belligerents and questions which must be carefully separated.

Sir Edward proceeded: I deal with the question of neutrals briefly, because I am convinced if I can prove we gain as belligerents that the case for the opposition against the Declaration must drop. As neutrals, I am convinced that we gain. Take the question of the sinking of vessels. The late Government left us to claim compensation for vessels sunk despite their protests, and there was no remedy whatsoever except in Russian prize courts. We did not get compensation, precisely because those Courts upheld the principle of the sinking. Then came The Hague Conference where the majority of the Powers were against a rule prohibiting sinking. When we came with the Declaration of London the United States, which supported us at The Hague, itself put in as its own view that, under restricted conditions, sinking was allowable. After that what was the use in trying to proceed further in securing international law that in no circumstances should sinking be allowed? The Chambers of Commerce bombarded the late Government to give them some free list. They would be able now, if in office, to give a much more satisfactory answer. Under the Declaration of London surely we have much more chance before an International Prize Court with a majority of neutrals than we can have in the prize court of the belligerent, who is judge in his own court.

We now come to the question as to how the Declaration will affect us as belligerents. Does it really increase the risk of interference with our food supplies when we are at war? My great point in favour of the Declaration from the naval point of view is that, as regards blockade, we have got an agreement diminishing the risk of interference with our action as belligerents, the prospect of which has become a very serious question unless an agreement is reached pretty soon. I lay down the broad proposition that if we can keep the sea free for the British flag in time of war, we can keep

it free for neutrals in time of war. If the British flag is driven from the sea we cannot be saved from starvation by dependence upon neutrals. I contend that without the Declaration you revert to the risk of food being declared absolute contraband. If the Declaration is ratified there will be three points in favour of the insurer now non-existent. The insurer will know that food cannot legally be treated as absolute contraband; that the doctrine of continuous voyage cannot lawfully be applied; and that if cargo is illegally seized compensation can be claimed before an unbiased international court. This must favourably affect the conveyance of goods to us in time of war.

With regard to the sinking of neutrals the only change which the Declaration makes is that if our enemy sinks neutrals coming to us he will have to prove the emergency before an International Court on which he has only one representative. That fact will not make it easier for him to prove the emergency. Mr. Balfour argued that if we were at war and our enemy interfered with neutrals bringing us food he would probably bring down the interference of the neutral Power concerned, and that would be to our advantage, but that if the Declaration were ratified, the neutral Powers would remain passive and await the decision of the International Prize Court. I contend that if we are at war with a great Continental Power, there is only one great neutral Power interested in the supply of food to us, and with a fleet to interfere which is likely to be of use to us; and that is the United States. We have no right to speculate on the action of the United States. It is for them to take their own view of the Declaration. What their policy may be is for them to say; we have no right to expect that they, without this Declaration, will take a more extreme line against the sinking of neutral vessels than they will after the Declaration is passed. (Ministerial cheers.) We must bear in mind that the United States is no reluctant party to signing the Declaration. They are an actively consenting party. They throughout have taken deep interest in the prompt establishment of an international prize court and have always regarded the acceptance of the Declaration as essential to the establishment of the successful working of such a court. It is untrue that the United States regard the failure of the prize court convention and the Declaration with satisfaction or indifference. The United States is at least as anxious to ratify the Declaration as the Continental Powers, and it is not to be regarded as a question of the Continental Powers versus Great Britain. Supposing the Declaration and the Prize Court Convention failed, that it never came into existence and that it was never ratified because at the last moment we refused to ratify, what is the probable course of events? We are at war with a Continental Power, and that Power will know perfectly well that the United States and itself were agreed under the Declaration of London, and agreed regarding the rules of maritime war. The probable consequence is that our Continental enemy, knowing the risk and desiring to avoid the danger of friction with the United States, the great maritime neutral interested in our food supply, will propose to the United States that each agree at the outset of the war to accept the rules of the Declaration as those which should regulate their relations and would be prepared to refer to arbitration any question arising between them regarding the Declaration. We should be no better off in that case than if we ratified the Declaration. Indeed, if it was owing to us that the Declaration was not ratified we would be worse off, because we would not be entitled to appeal to any of its articles. Moreover, it would not follow that the United States or any other neutral would concede to us what we gain under the Declaration regarding the rights of blockade. This is a most important point. Conditions have changed from the old days of unrestricted action. Your two-power or three-power standard is no longer going to be a world-power standard. That is due to the growth of fleets generally and the risk of neutrals interfering with belligerents. We would never bring a continental enemy to his knees by dealing with contraband alone, for he makes his own munitions and is able to get his supplies overland. What is the particular weapon we wish to retain unimpaired? In what particular way do we wish neutrals not to interfere in time of war? It is the blockade. As the world's fleets have been growing it has been becoming more important to us in order that we should not be crippled when belligerents to make sure that neutrals should not interfere with what we regard as an essential and effective right of blockade. Now honourable members will perhaps realise why the two Naval Delegates signed the report. Hitherto there has been divergent views on the subject of the blockade

The Continental view would hamper us very much. We have got under the Declaration an agreement that the right of blockade shall be an elastic and not a fixed right. We have secured conditions which in the opinion of the Admiralty were essential to the effective use of the blockade. (Ministerial cheers.) I have never seen any evidence that any of the much-quoted Admirals consider the increasing dependence of belligerents upon the assent of neutrals, upon the greater tendency to put restriction upon belligerent action which no one fleet can resist. When we are asked to appoint a Commission of experts I say: We dealt with the question of blockade from the view point of high policy; we are not going to devolve the responsibility upon any commission of experts. (Ministerial cheers.) Regarding the conversion of merchantmen as belligerents, we are not affected. We would continue to do our best to destroy them. All vessels so convertible are known, and therefore the matter is not so important to us as might be supposed. By declining to ratify the Declaration you obstruct the really genuine desire of the other great Powers to come to some agreement, and you take a step in the direction of setting the world against you. I have very little doubt that the Declaration would remain. It would be regarded by the Powers as a sort of rule of international law which they mean to observe amongst themselves, and we would be left outside. We do not want to be left outside this international agreement. It is perfectly safe for us to enter it. (Ministerial cheers.)

## COLONIAL DELEGATES IN IRELAND.

LONDON, 4th July.

The Delegates of the Dominions on visiting Dublin were entertained to luncheon at the Vice-Royal Lodge.

The Lord Lieutenant said, the inclusion of Ireland in the tour of the Delegates was the suggestion of one person only who should be nameless.

Mr. Oliver of South Africa said that from what they had seen Great Britain was not declining at war's progress.

At the dinner given in honour of the delegates at University College, Mr. Christian Botha replying to the toast of "The Overseas Visitors," said the British Empire had kept absolute faith with the people of South Africa and given them a position among the free nations of the Empire.

The Hon. J. T. Molloy, President of the of the South African House of Assembly, in toasting Ireland said that South Africans were happy and prosperous because of their free institutions. They wished prosperity to come to Ireland.

## THE SITUATION IN MOROCCO.

LONDON, July 4th.

France is now discussing the Agadir affair with Great Britain and Russia.

It is announced in Berlin that Germany's attitude will be one of tranquil expectation, hoping that the incident will lead to an exchange of views between the Powers interested and thus clear the situation. Germany will not withdraw until she is satisfied that normal conditions have been restored or unless an agreement is concluded with other Powers.

The Spanish papers are delighted with the German action, which, like the Spanish, is due to the Tunisification of Morocco by France. The German papers are emphatic that no landing of troops has taken place.

## SEAMEN'S STRIKE SETTLING.

LONDON, July 4th.

The strike of seamen appears to be rapidly coming to an end. An understanding was reached with the men at Liverpool and Hull yesterday afternoon. The demands of the strikers are being conceded in other ports.

LATER.

The steamers *Curmania* and *Empress of Britain*, whose departure was delayed by the strike, have sailed from Liverpool.

## EUROPEAN CIRCUIT AVIATION RACE.

LONDON, July 4th.

The aviators stopped at Shoreham thence proceeding to London. Vedrine was the first to arrive at Haddon, being followed by Vidart thirty-six minutes later, then Krimmerling, Beaumont, Valentine, and Carreres arriving within half-an-hour.

LATER.

Ten airmen have arrived at Haddon. Train did not finish, as he damaged his machine while landing at Heighon.

Beaumont won £2,500 for making the fastest time between Paris and London, and Vedrine was the winner of the stage between Calais and London.









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## LATE TELEGRAPHIC NEWS.

A MAHARAJAH ENTERTAINED BY CAMBRIDGE UNIVERSITY.

London, June 16th.  
Entertained at a lunch during his visit to Cambridge University, H. H. the Maharajah of Bikanir, replying to the Vice-Chancellor's toast, said that the Rajputs were more at home when indulging in warlike pursuits than with pen or with speech-making. Nevertheless, he accepted the compliment they had paid him on behalf of the Princes of India, who were staunch Imperialists and yielded to none in their loyalty to their beloved King-Emperor.

The cause of education and the welfare of our people," added His Highness, "are very close to our hearts."

CAMBRIDGE UNIVERSITY WRANGLERS.

London, June 16th.  
The Cambridge University Wranglers included four County Council schoolboys and also an Indian, Mr. Makarji, of Lahore, and one Australian.

The papers give prominence to the remarkable success of Mr. Inayatulla Khan, of Amritsar. He was twenty-seventh Wrangler in 1909 and First-Class in Oriental Languages and Third-Class in Natural Science in 1911.

DEFERRED FREIGHT REBATES.

At the meeting of the Imperial Conference to-day, Sir D. P. de V. Graaf, the Dutch Minister of Posts and Telegraphs, is introducing the Postal Resolutions, describing South Africa's disabilities as due to the methods of the conference. Lines and the enormous advantages American shippers derived as a result of legislation making deferred rebates illegal. The Union was determined to have an open freight market.

Mr. Baxton said that the feeling among merchant shippers in Great Britain was not so strongly opposed to the deferred rebates as to justify the recommendation of legislative prohibition. Government were, therefore, unable to accept the resolution in the form proposed, but, if the South Africans would accept an amendment in favour of concerted action of all governments of the Empire against shipping combinations, only when it was shown that they operated to the prejudice of the Empire's trade, Government would agree.

AMENDED RESOLUTION ACCEPTED.

The Canadian, Australian, and New Zealand delegates supported the resolution, which was carried, subject to Mr. Baxton's amendment.

THE PORTUGUESE REPUBLIC.

London, June 16th.  
The Portuguese Minister of the Interior has been visiting the districts on the frontier where it was reported that preparations were being made for Royalist raids from Galicia. It is understood that the Minister was enthusiastically received everywhere.

The Lisbon newspapers state that the Government have ordered the arrest of two Portuguese Royalist leaders and that weapons and arms have been seized in Galicia.

The papers add that the Royalists are concentrating near Lissabon.

MONARCHIST CONSPIRACY IN THE SOUTH OF PORTUGAL.

Lisbon, June 18th.  
A Monarchist conspiracy in Southern Portugal was discovered and the Government promptly took measures which frustrated the designs of the plotters.

GRAY BEATS INMAN.

London, June 18th.  
In the billiard match fought on even terms between Gray and Inman the final scores were—Gray, 16,000; Inman, 7,251.

MORE AVIATION FATALITIES.

London, June 18th.  
A so-called European Circuit Aviation Race has started from Paris through France, Belgium, Holland, England, and back to Paris, the total distance being about a thousand miles. When one of the competitors, a French Lieutenant, Prince Teau, was practising before he started his aeroplane fell to the ground and caught fire. Prince Teau was burnt to death and charred beyond recognition.

Soon after starting the aviator Lomartia was thrown against a tree and killed.

The race has been organised by the newspapers *Le Journal* of Paris and the *Standard* of London.

BANQUET TO OVERSEAS JOURNALISTS.

London, June 18th.  
The Empire Press Union last night entertained the Overseas journalists at a banquet at the Prince's Restaurant. Lord Burnham presided and Lord Curzon, Lord Northcliffe, and a number of the Dominion Premiers were present.

Lord Burnham referred to the valuable work done in the past two years by the administration of the Empire Press Union in securing important concessions in cable rates and a more advantageous supply of news to the papers in India, South Africa, and Australasia through an agreement with the Eastern companies and Reuter's and various small understandings of a mutually beneficial nature.

Lord Curzon, proposing the toast of "Our Guests," said the Press in the Dominions were strongly imbued with the Imperial spirit.

THE DOUBLE INCOME-TAX QUESTION AGAIN.

London, June 18th.  
The official report of Friday afternoon's sitting of the Imperial Conference states that General Botha urged that persons of small incomes resident in the Dominions should only pay the difference between the British and Colonial income tax. This would stimulate the investment of British capital within the Empire.

Mr. Lloyd George said that the abolition of the double-income-tax would involve a loss of two millions which would mean another penny and later two-pence on the income tax for residents in Great Britain. It was impossible to face this loss, at any rate so soon after the great struggle of 1909-10. Mr. Lloyd George said it would not involve a large amount of it might be considered. It would ascertain the effect and communicate his decision later.

CROWN PRINCE OF GERMANY IN A MOTOR ACCIDENT.

London, June 15th.  
The Crown Prince of Germany, while driving his motor into Berlin, skidded against a corner. The car was smashed, but the Prince jumped to the pavement unhurt. The chauffeur and a footman were thrown out, one being hurt badly.

THE EMPIRE'S TRADE.

London, June 17th.  
The text of Sir Wilfrid Laurier's motion regarding the appointment of a Royal Commission to enquire into the Empire's trade relations is as follows:—The Commission is to investigate and report on the natural resources of each part of the Empire; the development attained and attainable; together with the facilities for production, manufacture and distribution. It is also to investigate and report on the trade of each part, with others and the outside world; upon the local raw material, and the requirements of each; the sources thereof available, and, finally, to what extent, if any, trade between the different parts is affected by the existing legislation in each, beneficially or otherwise.

Mr. Fisher considered that Sir Joseph Ward's proposal regarding a Pacific service of mail steamers was impracticable.

Mr. Mahan suggested that the proposal be referred to a Royal Commission.

Mr. Lloyd George thought that Mr. Mahan's suggestion was an excellent one.

Sir Joseph Ward withdrew his proposal.

GREAT PATHOLOGIST DEAD.

London, June 17th.  
The death is announced of Sir Robert Boyce, SURFACUTE PAGEANT IN LONDON.

London, June 17th.  
A mammoth Coronation procession, with seventy bands, organised by the military Suffragettes, marched from the Embankment to the Albert Hall, where an assembly was held, the idea of the procession being to represent in pageantry the part women have played in history.

One section symbolised the greatness of the Unity of the Empire, and was headed by a tastefully decorated car, behind which walked British Overseas and International representatives in native costumes, carrying the emblems of their countries.

Mrs. Fisher, Mrs. McGowan, the wives of the Commonwealth and New South Wales Premiers, Lady Brassey, and Lady Cockburn were among the notable people taking part.

THE INTERNATIONAL HOUSE SHOW.

London, June 17th.  
At the International House Show, a Russian, Captain Amiri Dexe, won the gold International King George the Fifth Challenge Cup for Military Officers for jumping over the course. There were seventy-four competitors, representing England, France, Germany, Belgium, Russia and the United States.

PROFESSIONAL WOMEN IN JAPAN.  
FACTORY LIFE AND THE SERVANT PROBLEM.

Western influences are, as one is well aware, sweeping away most of the landmarks of traditional Japan.

The Japan of Lafcadio Hearn will, of course, soon be history. If the charm of the Japanese woman does not become also an episode of the past, it is perhaps because she of all her counterparts—can best assimilate Western ideas without losing her innate fascinations, and her new education and the higher social position to which she is actively reaching are making less of a revolution in Japan than are the activities of women in this country.

"Women," said Mr. Yoshio Noda, professor at the Ladies' Training College for Secondary Teachers at Nara, in a paper which he read at the Women's Institute recently, "were for many centuries inferior beings in Japan. They stayed at home, and they kept their houses in order. They looked after the children. Their ideals were to become mothers of their babies. Even ladies could not go together socially in social life. All the important work was done by men."

When Japan unrolled the doors of its trade to Europe, the movement proved the open sesame to women's work. Ever since those days, in fact, the position of girls and women has been rapidly changing, and Japan is forging fast ahead with the secondary education of her girls.

"In the last twenty years," said Mr. Noda, "there has been a rapid increase in the rate of school attendance. In secondary schools the girls are about one-third less in the case of girls than in that of boys. There are a certain number of industrial and professional schools for girls, but proportionately less for the latter than for boys."

"In Japanese boys' schools," the English language is obligatory," said Mr. Noda. "In girls' a few cases is French also taught. In girls' colleges it is only optional as a subject. Japanese children do not find much difficulty in learning to read Latin characters, or understanding Arabic numerals. In fact, the latter are often preferred in teaching ordinary arithmetic. They are far easier for algebra and decimals. Ever since the introduction of ink in the schools, as well as in business, the Western method of writing from left to right, instead of from right to left, has come into vogue, and is practiced even where Japanese characters are concerned."

Japanese children in the secondary schools enjoy two months' holiday in the summer. The school year begins in February, and the first term ends in July. After the long vacation work begins again in September, and continues, with two weeks' interval, until the cycle is again completed in February.

"Women are not yet admitted to the higher Government posts. There is no college for women in Japan, and, as well as a few schools of nursing, started by private enterprise. A girl leaves her high school at about seventeen. She does not go on to college until she is twenty."

"Although the professional movement is on the increase among Japanese educated women, the simplicity of home life, and the strong sense of blood relationship have hitherto been instrumental in deadening the ambitions of Japanese women toward independence. Mutual help among one family live together. Mutual help among relatives is part of a family creed."

"Parents are looked after by their children, unmarried sisters by their brothers. There are no pressing conditions of poverty, owing to the fact that in all classes each member of a family helps another. An independent woman, however, is, however, greater than it used to be, although professional middle-class women are comparatively few."

"The profession most widely open to women is that of teaching. A little less than a quarter of the total number of teachers are women. In girls' high schools they number 61 per cent. They are chiefly governed by men, and there are in all only about ten head-mistresses. Kindergarten is, however, managed entirely by women. There is one medical school for women in Japan. Midwifery, although an old trade has of late very much improved as regards training. Numbers of women are also employed as post-office and book-keepers, and as waitresses in women's prisons, while there are large numbers of girls in large department stores, in the better-class shops, and in some banks."

"A few private commercial schools provide a business training for girls, and there are a certain number of typists and stenographers, who hold good positions as well as professional women, some artists and musicians to journalists and novelists."

Negatively, the position of women in Japan is most interesting. There are, as Mr. Yoshio Noda pointed out, no social settlements or women's clubs, although social and philanthropic work interests many Japanese women. Women lawyers do not exist, notwithstanding the fact that there is no law to prevent them from practising on their own.

Curiously enough the Japanese chaperone is not exempt from the servant difficulty. Factory life is proving alluring, and the embroidery, knitting, lace making, and book-binding industries are drawing many girls away from domestic service to the factories. — *Evening Standard*.

## THE U.S. NAVAL HOSPITAL TRAGEDY AT YOKOHAMA.

In connection with the tragedy at the U.S. Naval Hospital the following decision of the preliminary court was given in the Yokohama Local Court:—

TEXT.

The accused J. E. Atkins is committed for trial on the charge of having caused death by means of wounding.

FACTS.

The accused J. E. Atkins, who was a blue-jacket on the U.S. Cruiser *New Orleans*, was taken on the 25th of May, 1911, to the U.S. Naval Hospital, Yokohama, suffering from a stomach and bowel disease. On the afternoon of the 4th June the accused, with some other in-patients, was drinking in N. 3 ward of the Hospital. Subsequently he secretly went out of the Hospital and proceeded to a grogshop in Chinatown, where he took further liquor, and came back to the Hospital carrying with him a bottle of whisky and three bottles of beer. After his return the accused continued drinking with three other in-patients. When the accused got drunk he boasted of his physical strength and said nobody in the room was able to defeat him. While indulging in such talk, the accused began to quarrel with J. L. Saunders, who was a man of stouter build. From high words they came to scuffling and at length Atkins was overcome by Saunders. The next moment the accused, taking a razor from a stand nearby, cut Saunders on the left side of his neck. An artery being severed, the wounded man succumbed a short time after.

The act of the accused comes under the first clause of Art. 205 of the Criminal Code, and the decision is as above given, the accused to be held with according to the provisions of the first clause of Art. 167 of the Code of Criminal Procedure.

OCEAN VOYAGES BY AIRSHIP.

TWO GREAT VENTURES CONTEMPLATED.

The recent series of disasters to dirigible airships has caused the public to lose memory of the very remarkable achievements which stand to the credit of these adventurers in the air. The most sensational of these was without doubt the voyage of the *Aethon*, "America" for 48 hours across the Atlantic. This recalled to public attention now by the news that the attempt to cross the Atlantic by airship will be repeated this year. During August, in all probability, an airship will start from the Atlantic coast of the United States with Europe as its objective. The experiment of the "aëroliator," which mainly caused the wreck of the last experiment, will not be repeated on this occasion. It is stated that the money necessary for the expedition has already been subscribed.

Another Transatlantic airship expedition is in contemplation. A German project to start from Cape Verde and seek to reach the West Indies by following the route of the trade wind. This airship, it is stated, will probably leave the coast of Europe in August.

COTTON GROWING IN CHOSON.

Mr. Opi, chief of a section of the Colonization Bureau, is quoted by the *Nichi Nichi* as saying that it is very regrettable that the public should draw the hasty conclusion from the dissolution of the Chosen Menka Shiba Kaisha that cotton cultivation in Choson has ended in failure. The cultivation of cotton in the peninsula is still under trial and the enterprise has a very promising future. The native cotton has short fibres and its quality is inferior. The production is also small and not fitted to answer the needs of the "improved" industry. The authorities have introduced American cotton plants, and the experiment shows a satisfactory result. The Government has allotted to intending cultivators a tract of land in the vicinity of Mokpo for experimental cultivation. A Menka Kyokai (Cotton Association) has come into existence, and great endeavours are being made to improve and encourage the cultivation of cotton. The new seeds being distributed gratis to cultivators. The area of cotton plantations in Choson does not now exceed 1,000 chibuchobu (24 acres), but there can be little doubt as to its future development. The investigation conducted by the Oriental Development Company shows that the soil fitted for cotton cultivation is not limited to the vicinity of Mokpo, but its sphere is being gradually extended as investigations progress. The public must not, therefore, listen to the pessimistic views now being circulated. Both soil and climate in the vicinity of Mokpo are congenial to the cultivation of cotton, and it is clear that the district will form a great cotton producing centre in the future. It is all important that parties engaged in cultivation should spare no efforts in the selection of seed and in effecting improvements in the method of cultivation, without recourse to makeshifts to obtain immediate profit.

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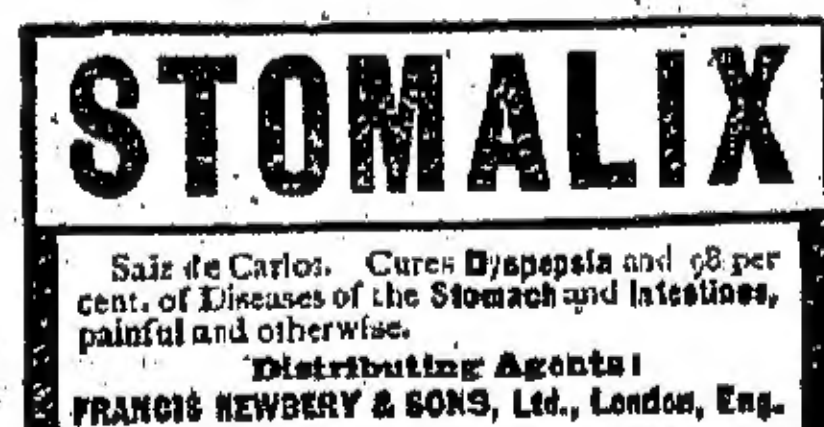
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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI...	ASSAYE	3 P.M. 6th July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTIA	Noon, 8th July	See Special Advertisement.
SHANGHAI, MOJI, KORE, NAGASAKI, YOKOHAMA, and YOKOHAMA	NUBIA	About 12th July	Freight and Passage.
LONDON and ANTWERP	NUBIA	About 13th July	Freight and Passage.
SHANGHAI, MOJI, KORE, NAGASAKI, YOKOHAMA, and YOKOHAMA	SOCOTRA	About 27th July	Freight only.

For Further Particulars apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 5th July, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 5th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.
TIENSIN	"HUICHOW"	On 8th July, 4 P.M.
SHANGHAI	"CHENAN"	On 8th July, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$20 RETURN.

For Freight or Passage apply to  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 4th July, 1911.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Thursday, 6th July, Noon.
MANILA	"YUENSANG"	Saturday, 8th July, 2 P.M.
TIENSIN VIA TSINGTAU	"CHIPSING"	Sunday, 9th July, 11 P.M.
SANDAKAN	"MAUSANG"	Friday, 14th July, Noon.
SHANGHAI, KORE and MOJI	"KUTSANG"	Friday, 14th July, Noon.
SINGAPORE, PENANG and CALCUTTA	"NAMSANG"	Saturday, 15th July, Noon.
MANILA	"LOONGSANG"	Saturday, 15th July, 2 P.M.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "LOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin, and Newchwang.

Taking Cargo on through Bills of Lading to Kufat, Lahad, Dava, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.  
Hongkong, 5th July, 1911.

# DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL
HAITAN	Capt. J. S. Bouch	FRIDAY, 7th July, at 11 A.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 11th July, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.  
Hongkong, 3rd July, 1911.

# HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL
SS. SILEZIA	...	16th July
SS. AMBRIA	...	28th July
SS. ALESTIA	...	9th Aug.
SS. RHEINFELS	...	25th Aug.
SS. SUEVIA	...	6th Sept.
SS. SACHSEN	...	20th Sept.
SS. BAYERN	...	6th Oct.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 30th June, 1911.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Gerson	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

TO	FARES FROM HONGKONG
SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

Kine's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 12th July, at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 6th July, at 10 A.M.
TAMSUI VIA SWATOW and AMOY	"DALJIN MARU"	SUNDAY, 9th July, at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 12th June, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow, available Three Months will be issued at the Special Rates of:—

1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

# O. B. BEER.

Fresh from the Brewery!

"Just Try It"

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	HITACHI MARU	7,000	SUNDAY, 9th July, at Daylight
	MIYASAKI MARU	9,000	WEDNESDAY, 19th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 15th July, from Kona
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU	7,300	TUESDAY, 18th July, at 4 P.M.
	AWA MARU	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
	KUMANO MARU	6,000	FRIDAY, 4th Aug., at Noon
KOBÉ and YOKOHAMA	IYO MARU	7,000	FRIDAY, 5th July, 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU	5,000	TUESDAY, 11th July
SHANGHAI, and KOBÉ	COLOMBO MARU	5,000	WEDNESDAY, 5th July
KOBÉ and YOKOHAMA	HIRANO MARU	9,000	THURSDAY, 20th July, at 11 A.M.

† Calling at Djibouti.  
‡ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

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T. KUSUMOTO, MANAGER.

# U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Sept., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M.  
CHINA ..... 10,200 Tons ..... FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.  
via New York " " £45.

HONGKONG to SAN FRANCISCO " " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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# THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.





# "BRUNSVIGA" CALCULATING MACHINE

GRIMME, NATALIS &amp; Co.,

BRAUNSCHWEIG.

For inspection apply to the

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Is a most up-to-date

## TYPEWRITER.

For inspection apply to the

Sole Representative for

HONGKONG AND CHINA:

**HUGO C. A. FROMM,**

HONGKONG,

4, Queen's Buildings,

Telephone No. 960.



# Hoehl

Extra Dry  
gout americain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Asagawa*, with the English Mail, left Singapore on Saturday, the 1st instant, at 6 a.m. and may be expected here at 5 a.m. to-morrow. This packet brings parcel mails closed in London for despatch by the allsea route on the 31st of May, and for despatch overland on the 7th June.

FOR	PER	DATE
Amoy, Shanghai, Nagasaki, Kobe and Yokohama	Glenfalloch	Wednesday, 5th, 8.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe and Yokohama	Lyons and Back	Wednesday, 5th, 9.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe and Yokohama	Kawano Maru	Wednesday, 5th, 10.00 A.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Hongkong	Amoy	Wednesday, 5th, 1.00 P.M.
Manila, Cebu and Iloilo	Amoy	Wednesday, 5th, 1.15 P.M.
Manila, Cebu and Iloilo	Amoy	Wednesday, 5th, 3.00 P.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Amoy	Thursday, 6th, 8.00 A.M.
Manila, Cebu and Iloilo	Amoy	Thursday, 6th, 9.00 A.M.
Manila, Cebu and Iloilo	Amoy	Thursday, 6th, 10.00 A.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Amoy	Friday, 7th, 11.00 A.M.
Manila, Cebu and Iloilo	Amoy	Friday, 7th, 1.15 P.M.
Manila, Cebu and Iloilo	Amoy	Friday, 7th, 3.00 P.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Amoy	Saturday, 8th, 1.00 P.M.
Manila, Cebu and Iloilo	Amoy	Saturday, 8th, 1.15 P.M.
Manila, Cebu and Iloilo	Amoy	Saturday, 8th, 3.00 P.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Amoy	Sunday, 9th, 1.00 P.M.
Manila, Cebu and Iloilo	Amoy	Sunday, 9th, 1.15 P.M.
Manila, Cebu and Iloilo	Amoy	Sunday, 9th, 3.00 P.M.

EUROPE, INDIA VIA TATTOON.  
(Late letters 11.00 A.M. to NOON, Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila, Cebu and Iloilo	Amoy	Monday, 10th, 1.00 P.M.
Manila, Cebu and Iloilo	Amoy	Monday, 10th, 1.15 P.M.
Manila, Cebu and Iloilo	Amoy	Monday, 10th, 3.00 P.M.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

July 4th

ON LONDON:	
Telegraphic Transfer	1/2
Bank Bill, on demand	1/2
Bank Bill, at 30 days' sight	1/2
Bank Bill, at 4 months' sight	1/2
Credit, at 4 months' sight	1/2
Documentary Bill, at 4 months' sight	1/2

ON PARIS:	
Bank Bill, on demand	227
Credit, at 4 months' sight	231
ON NEW YORK:	
Bank Bill, on demand	43
Credit, at 60 days' sight	44
ON BOMBAY:	
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA:	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI:	
Bank, at sight	74
Bank, at 30 days' sight	75
ON YOKOHAMA:	
Bank, on demand	88
ON MANILA:	
Bank, on demand	88
ON SINGAPORE:	
Bank, on demand	76
ON BATAVIA:	
Bank, on demand	107
ON HONGKONG:	
Bank, on demand	14
ON SAIGON:	
Bank, on demand	84
ON HONGKONG:	
Bank, on demand	84
SOVEREIGNS, Bank's Buying Rate	111.05
GOLD LEAF, 100 fine, per tola	137.60
SILVER, per oz.	24.4

## SUBSIDIARY COINS.

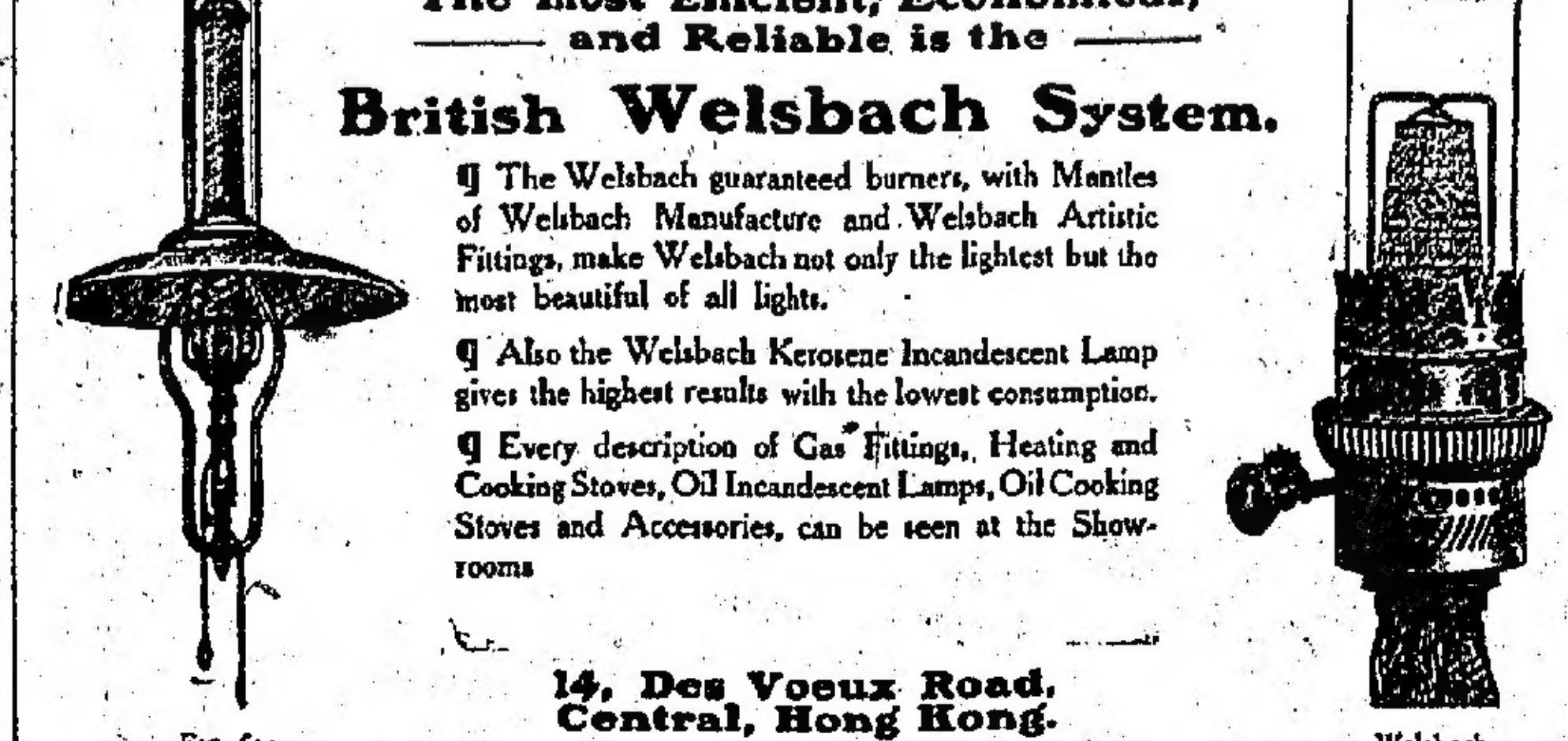
Chinese	20 cents pieces	per cent
Chinese	10	27.57
Hongkong	20	27.60
Hongkong	10	27.21

## SHARE LIST.—QUOTATIONS. HONGKONG, JULY 4th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, sul. & bu. 188.
National Bank of China, Limited	99,925	\$7	26	\$8, buyers
China Bank Company, Limited	60,000	\$12	all	\$94, buyers
China Light and Power Company, Limited	50,000	\$1	all	\$1.10, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.10, buyers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 75.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$51.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Loan Kung Shing Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 53.
Sing Chai Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	72	86	\$21, buyers
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, buyers
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$55, buyers
New Amoy Dock Co., Limited	55,700	Tls. 100	all	Tls. 60.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 82, sellers
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$23	all	\$34, sellers
Fenwick & Co., Limited	400,000	\$10	all	\$3.50, sales
Green Island Cement Co., Limited	7,000	\$10	all	\$19.
Hongkong and China Gas Co., Limited	60,000	\$10	all	\$21, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$120.
Hongkong Hotel Company, Limited	8,000	Pa. 10	all	\$75.
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$11, sellers
Hongkong Ice Company, Limited	60,000	\$40	all	\$37, buyers
Hongkong Rope Manufacturing Co., Limited	10,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	10,000	\$10	all	\$8, sales
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$183, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119, buyers
China Traders Insurance Co., Limited	24,000	\$93.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, buyers
North China Insurance Co., Limited	10,000	\$15	25	Tls. 153, buyers
Union Insurance Society, Limited	12,000	\$250	\$50	\$805, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$203, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$95, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$64.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$23, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
West Point Building Co., Limited	12,500	\$50	all	\$47.
MINE—				
Société Française des Charbon de Tonkin	16,000	Fr. 250	all	\$700.
Ramb Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$2, sellers
Peak Tramways Co., Limited	50,000	\$10	all	\$12.
Philippine Co. Limited	75,000	\$10	all	\$15, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$80, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.P. Co., Ltd.	80,000	\$15	all	\$304.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	65 bn. 1/40.
Shell Transport & Trading Co., Limited	2,530,000	\$21	all	\$67, div. sellers
Star Ferry Company, Limited	10,000	\$10	all	\$25, buyers
South China Morning Post, Limited	10,000	\$10	all	\$154, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$25.
STORES AND DISPENSARIES—				
Compell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Alkali and Chemical Agency, Limited	9,900 pref.	\$10	all	\$30.
Union Waterworks Co., Limited	100 shares	\$10	all	\$64.
RUBBER—				
Para Rubber in London				4 1/4 per lb., quiet
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annua	Par.
		VERNON & SMYTH, Share-Brokers.		

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TELEPHONE NO. 135.

TO-DAY 9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.  
Saturday, 8th July—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd. at Hongkong Hotel, Noon.  
Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

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